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Physical Characteristics

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1. Galati was divided into five sectors for administrative purposes;

(a) The Central Sector (Central Oras) [See Encl (B), I] comprised part of the harbor area and the business section of the city

(b) The Badalan Sector [See Encl (B), II] comprised the shipyards area

(c) The Vadungurului Sector [See Encl (B), III]

(d) The Demobilizatiilor Sector [See Encl (B), IV]

(e) The Brailei Sector [See Encl (B), V]

2. Most of the streets in the center section, and partly in the suburbs, were surfaced with granite stone but pressed gravel streets prevailed towards the periphery. The streets were all electrically lighted; the lightposts, along the sidewalks, were located at approximately 50 m intervals. The condition of the streets was, in general, good. The names of streets had been changed, as a rule, by the Communist regime only inasmuch as they had anti-Communist connotations. The structures were generally of brick (stuccoed) construction. Most of the roofs were

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of sheet metal, the rest of tile. As a rule, the older buildings were tile-covered, while the newer ones sheet metal-covered. In the center of town the buildings were generally three to four-storied (a few, five-storied). In the suburbs most of the buildings were single-storied. During World War II the city suffered some damage. The railroad station (Point #30, Encl (A)) was damaged by bombing and repaired after the war. The airfield (Point #85, Encl (A)) was bombed "meter by meter" [redacted].

Many buildings in the southern section (Point #41 and most of the buildings along street Point #87) [redacted] No reconstruction or repair work was undertaken there. [redacted] The dock and shipyard area (Points #1 and #3, Encl (A)) were also damaged. [redacted] repair work was undertaken there. [redacted]

### Industrial and Economic Characteristics

#### 3. The main enterprises in Galati were:

- (a) The Sovrom shipyards (Santierul Sovrom-Galati, formerly the shipyards of Galati (Santierul Navale Galati - SNG)). This installation, [redacted] employed about 5,000 workers. [See Point #1, Encl (A)]
- (b) The Rumanian State Railways (Calea Ferate Romane - CFR) [including the installations Points #22 and #31, Encl (A)]. [redacted] the total number of CFR employees in Galati was approximately 2,500.
- (c) The "11th of June" electrical equipment factory. Formerly the Titan Nadrag-Galan works. [redacted] about 2,000 workers were employed there. [See Point #17, Encl (A)] [redacted] besides electrical equipment (including equipment for ships) agricultural implements were also made there.
- (d) The Textila Galateana (name probably changed to Bumbacul Rosu - Red Cotton), textile factory. [redacted] about 1,500 workers were employed there in 1950.
- (e) The Ciolop Hardware Factory (including wire and nails). About 500 workers were employed there.

#### 4. There were also a number of miscellaneous installations such as soap, candy, farinaceous paste factories, meat and fish canning plants.

### Power Supply

5. [redacted] the city's main power station was located within the "11th of June" electrical equipment works. [redacted] there was also another power station which supplied part of the city with current [located in the Demobilizator Sector, Point IV, Encl (B)]. The current was an alternating type of 220 volts. [redacted] restrictions on the amount of current available to private consumers; the authorities, however, exhorted the public to economize on the current as much as possible. It seemed that the current was weaker during daytime [redacted] recurring short periods of dimming.

### Fuel Supply

6. Firewood was used for house heating in Galati. Each family was rationed 2,000 kg of firewood per year at a cost of 2,000 lei per 1,000 kg.

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Water Supply

7. There was an ample supply of water for all purposes. the main drinking water supply was the Danube River /processed at water plant Point #68, Encl (A)7.

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Telephones

8. The number of private telephone sets was low, especially in the suburbs of the city. The telephones located within public institutions could not be used except for official business. The telephone company (Societatea de Telefoane) was government owned. Private telephone owners had to pay an annual telephone tax and make a deposit. The deposit was returned upon cessation of telephone service. The charge for telephone conversations at the telephone exchange /Point #59, Encl (A)7 was 120 lei for three minutes, within the Covurlui County; to Bucharest it was about 60 lei per minute.

Transportation

9. The city of Galati was serviced by one railroad station /Point #3, Encl (A)7. The station was the terminus of four rail lines leading to Bucharest (double track), Iasi /4710N-2737E/, Barlad /4614N-2740E/ and Braila /4516N-2758E/; the latter were three single tracks. About three or four passenger (normal speed "Personale") and two fast "accelerate" trains arrived from and departed for Bucharest during a 24 hour period. The Galati-Iasi line was serviced both ways by three or four passenger (normal speed) and one fast train during a 24 hour period. During the night two trains arrived and two departed. Freight train schedules were not known.

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Water Transport

10. The harbor area /located partly along street Point #8, Encl (A)7 extended along the Danube for approximately three km and was about 12 m wide. One single track rail was located there. The harbor was visited by Soviet, Hungarian, Czechoslovakian, Bulgarian and Rumanian vessels only. Most of the vessels were near or under 800 tons capacity. Seagoing vessels (mostly Russian) came to the shipyard for repair only. Vessels of over 1,000 tons capacity could not go upstream beyond the basin /Point #3, Encl (A)7. Three or four passenger vessels made regular runs on the Galati-Braila stretch, leaving every two hours, one at a time, between 0600-2000 hours. It took about one hour to reach Braila. These vessels could transport about 200 passengers each. Two passenger vessels make the Galati-Tulcea /4511N-2849E/ run traveling during the daytime and arriving in the evening at Galati or Tulcea. These two vessels could carry about 300 passengers each. About five or six Sovrom freight convoys of four to six barges or tankers arrive at Galati during a 24 hour period. The capacity of the barges varied from 80 to 180 tons. Lumber was unloaded from vessels coming downstream; cereals were loaded in Galati; petroleum products were not loaded or unloaded at this port. what cargo, if any, arrived from Rani or other Soviet ports; however Sovrom convoys loaded with pyrite and bauxite from Komarom and Komarno /4746N-1808E/ passed through Galati on their way to Rani (the same type of ores were being carried by Hungarian, Soviet and Czechoslovakian vessels). Trucks and automobiles were transported from Czechoslovakia to Rani (quantities unknown).

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- City Transport

- The bus route running along the street at Point #41 [See Encl (A)] was called the "Republicel". All the routes begin from the "Rondou" Point #61, Encl (A)]. There are stops at all main intersections; the streetcars and busses pass a given stop every 10 to 15 minutes. The streetcars were operating between 0500-2400 hours during both summer and winter. Between 2400 and 0500 hours, there were only a few streetcars on certain routes for the employees of different installations. The streetcars had a total capacity of 40 persons (24 seats). The streetcars were painted white and had a blue stripe

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about 10 cm wide along the body. The UCG initials in yellow were on the sides, front and rear of car. The fare was 10 lei for shorter routes and 20 for longer runs and transfers. Everyone had to pay the fares upon boarding the car except UCG employees, militiamen, security servicemen in uniform, and military personnel. The streetcars were very crowded, especially between 0500-0700 hours, 1200-1400 and 1700-1900 hours. Sometimes you had to wait for one hour in order to get a ride. There were times when 1000 to 1500 shipyard workers were waiting in lines for the Portului streetcar. Some of them arrived at the area at Point #61 /See Encl (A)7 at 0300 hours to be the first in line. The buses were painted white with a blue stripe on the body and had a capacity of about 30 persons, (fare unknown).

#### Taxicabs

12. The taxicabs were privately owned, were not too numerous, and were not painted any distinguishing color. On their windshields was a white sticker with the word "Taxi" in red. The licensed plates on Galati motor vehicles were white with black lettering, consisting of the RPR initials on top and the abbreviation of the district on the bottom. The taxicabs were old; of American, German, Czech and Italian manufacture. [redacted] no new Soviet manufactured vehicles. Taxi stations were located at main intersections near the Sovrom building /See Point #14, Encl (A)7 and near the railroad station. Only people with salaries above 20,000 lei per month could afford the occasional use of a taxicab, and as a rule, these people were high-ranking Party members. The taxi fare was about 500 lei from the center to the outskirts of town.

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#### Ration System and Prices

13. The following ration cards were in force in Galati and the rest of the country as well:
- (a) Food ration cards
  - (b) Clothing ration cards
  - (c) Fuel (firewood and coal) ration cards
  - (d) Kerosene ration cards

The food ration cards were issued every three months; the other three annually. Food ration cards were divided into the following categories:

- (a) D 1 - for the wife and other dependents of the head of the family.
- (b) D 2 - for children up to 14 years of age. Persons above 14 years obtained their cards from their school or place of employment. Pregnant women (after the sixth month), were entitled to this additional card, besides the D 1 card.
- (c) C - for light work employees (both white collar and manual).
- (d) B - for heavy work employees, such as night workers, certain categories of intellectual workers, telephone and radio operators, and all Party activists.
- (e) B 1 - for very heavy work employees such as train drivers, vessel mechanics, textile workers and kolkhoz workers.
- (f) A - for the exceptionally heavy work employees, such as miners, civilian flying personnel, and fir men of seagoing vessels.

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Fuel Ration Cards

14. (a) C - for unmarried employees (1,000 kgs of wood or coal per year).  
 (b) B - for married employees with no children who occupied two rooms (2,000 kgs per year).  
 (c) B 1 - for married employees with one or two children, occupying three rooms (3,000 kgs per year).  
 (d) A - for married employees with four children and above, occupying five rooms (3,500-4,000 kgs per year).

The price of firewood was 2,000 lei for 1,000 kg, and it was available at state ration stores only. Kerosene was available only for persons in the labor field. In case both husband and wife were employed each received one ration card. Students from a certain age up were also entitled to a kerosene ration card. The kerosene could be bought only at state rationed stores. The ration was three liters per month per person. The price was 1,500 lei a liter.

Food Article Rations by Categories

15. Bread (brown) was rationed in the following number of grams per day:

- |                     |                       |
|---------------------|-----------------------|
| (a) D 1 - 250 grams | (d) B 1 - 1,500 grams |
| (b) B - 500 grams   | (e) C - 1,000 grams   |
| (c) D 2 - 800 grams | (f) A - 1,750 grams   |

The price of the rationed brown bread was 14 lei a kg; white bread was available at state free stores only, and cost 140 lei a kg. The white bread was available only once or twice a week, and was not available on the black market.

Sugar (best extraction) was rationed in the following number of grams per month:

- |                     |                       |
|---------------------|-----------------------|
| (a) D 1 - 750 grams | (d) B 1 - 1,500 grams |
| (b) B - 1,250 grams | (e) C - 1,000 grams   |
| (c) D 2 - 800 grams | (f) A - 1,750 grams   |

The price of rationed sugar was 58 lei (ground) and 64 lei (whole) a kg, however, sugar was not always available at the state ration stores. Sometimes one month's ration was only obtainable once during a three month period. The price of sugar at the free state stores was 200 lei a kg and was seldom available (about twice a year); no sugar was available on the black market. Sunflower oil was rationed in the same quantities per category as the sugar. The price was 110 lei a kg, and it was just as hard to obtain as the sugar. No sunflower oil was available at the state free market, but could be obtained on the black market for 300-400 lei per liter. Meat (roughly the same for beef and pork) was rationed, regardless of categories; 1,000 grams per week for persons employed and at the same time, the head of the family, 600 grams per week for each member of the family. The price of pork, at state free stores, was 120 lei per kg; beef, 80 lei per kg. Meat was available sometimes only once per month. No meat was available on the black market or at the state free stores.

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Farinaceous Articles (Macaroni, Spaghetti, etc)

16. Farinaceous food was under the same regulations as those for sugar. The price at state rationed stores was 80 lei a kg (not always available in the required quantity); at state free stores it was 200 lei a kg. None of these articles were available on the black market. The following articles were not on the ration card; however, they were also rationed and when purchased the quantity was entered in the ration card (they were sold as a rule once a year, before winter, but were also available in small quantities at the state free stores):
- (a) Potatoes - 25 kg per person (regardless of category) per year. The price was 20 lei a kg (rationed) and 40 lei a kg (state free stores).
  - (b) Onions - 10 kg per person per year. Cost: 40 lei a kg (rationed); 80 lei a kg (unrationed).
  - (c) Cabbage - 20 kg per person per year (price unknown).
  - (d) Beans - 15 kg per person per year. The price was 30-40 lei per kg at state ration stores.

Clothing Ration Cards

17. These ration cards were issued annually and were divided into the following categories:
- (a) D - for the wives and children of individuals engaged in the labor field.
  - (b) C, B, B 1, and A - for the same categories of employees as the corresponding food ration cards.

The D clothing ration card contained 70 points; the C ration card, 80 points; the B, B 1 and A ration cards contained 100 points each. One ready-made suit (Gheorghiu-Dej factory in Arad) took 80 points. One overcoat, made at the same factory, took 100 points. The price of one suit at state ration stores was 8000 lei; at state free stores, 16,000 lei. The price of one overcoat at state ration stores was 9,000-9,900 lei; at state free stores, 24,000 lei. Only used clothing was available on the black market. One pair of shoes could be bought against two special points available on all categories of ration cards. One pair of heavy work shoes (price 3,000 lei at rationed stores) took both points. One pair of low cut shoes (price 1,500-1,800 lei at rationed stores) took one point; in which case the remaining point was useless. A pair of low cut shoes at state free stores cost 5,000 lei. Only used shoes were available on the black market. Socks and stockings were available for four special points on all ration cards. Four pairs of socks would take four special points, plus 16 points from the basic (100, 80, or 70) clothing points. The price of socks varied between 40-60 lei for a pair at state rationed stores and 120-200 lei at state free stores. Three special points for three handkerchiefs were available on all ration cards. Four points from the basic clothing points were also taken out for each handkerchief purchased; the prices were 15-25 lei each at state rationed stores, and 60-100 lei each at state free stores.

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Linen and Linen Articles

18. On "D" ration cards, 6 m of linen (about 60 cm wide) could be purchased during one year. On "C" ration cards, 8 m; on "B" "B 1" and "A" cards, 10 m. [ ] the prices were 100 lei per meter. When buying shirts, the equivalent of 3 m per shirt was forfeited. The price of one shirt at state rationed stores was 400 lei. The annual linen allotment could be purchased in two installments only, during the first and second halves of the year respectively.

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Prices of Different Articles at State Free Stores

19. The following prices prevailed at State Free stores: men's hats (not rationed), 1,200-2,000 lei (women's hats available on black market only), neckties (not rationed), 300-500 lei each; shirts were 1,500-2,000 lei each; coffee (whole) - not rationed, 600-1,000 lei a kg; coffee (ground) - not rationed, 15,000 lei a kg; rice (not rationed), 600 lei a kg; chocolate (substitute - not rationed), 3,000 lei a kg; cigarettes (not rationed) 24-30 lei per 20 cigarette package; tobacco (not rationed), 40 lei for a 50 gram tin; state rationed, 5 lei per box. All these non-rationed items were scarce. Wine was 120-350 lei per kg; plum brandy 400-600 lei each kg; cognac and rum (local product), 1,200 lei per kg; beer 40 lei per bottle.

20. Black marketeering activities took place in Galati, usually in markets, and probably in certain local stores which were still privately owned. The main items of "blackmarketeering" were medicines (antibiotics, especially), watches, foreign currency, US dollars, and nylon articles. A wristwatch would sell for about 16,000 lei. [ ] penicillin, 2,000-3,000 lei per 100,000 units. The penicillin available in state stores was of Soviet manufacture and not very effective. In general, the Jewish people and the sailors were most active in black marketeering activities. Frequent inspections by plainclothes militiamen were made in different public places in order to combat black marketeering, and penalties, especially against persons dealing in foreign currencies, were severe (jail sentences were from six months up). All vessels entering the port and all persons disembarking were thoroughly inspected. [ ] the Russians were not subject to inspections by Rumanian authorities.

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Political and Sociological Characteristics

21. [ ] the population of Galati at the beginning of 1951 was 100,000, but that the population had decreased after 1945 from 120,000 to 100,000. The reasons were: the shortage of living space due to destruction of buildings during the war, "repatriation" by the Soviets of Rumanians from Bessarabia, and emigration [ ] In addition, some people moved to the Constanta region to work on the Danube-Black Sea canal project.
22. The ethnic situation in the city was as follows: Rumanians composed approximately 75 per cent of the population. Their occupations were largely those of industrial workers, sailors, administrative workers, and in the Badalan and Braila suburbs, agriculture.

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[redacted] no friction between the different ethnic groups. There were no unnaturalized foreigners in Galati except Soviet military and civilians. The Soviet civilians were mainly occupied with the Soviet Transport and SDGP (Soviet Danube Navigation Agency; exact name unknown).

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### Political Life

23. Two daily papers were published in Galati. The Galati Voice (Vozes Galatului) was the organ of the Communist Party for Covurlui County. The price was 10 lei and it appeared in four pages. The Worker (Muncitorul) was the organ of the Advocates. The price was probably five lei and it appeared in two pages.

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[redacted] Radio listening facilities consisted of old pre-war sets, mostly of German manufacture, and the Pioneer sets of Soviet manufacture, or which it was practically impossible to listen to [redacted] stations.

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[redacted] the number of radio sets [redacted] every 20th family. Very few people had radio sets capable of receiving foreign broadcasts clearly, and those caught listening were punished and the set confiscated. The punishment is heavier if the person listening imports his knowledge to other persons. There were loudspeakers connected to the city's loudspeaker station (this was not the national radio broadcasting system) which operated from about 0600 to 0800 hours. The programs consisted of music (mostly Soviet) and statements on production, praises for shock workers who overfulfilled their norms, and exhortations for increased production. In general, the population does not believe the official propaganda because of the discrepancy between the official production claims and the scarcity of consumer goods, nor do the majority of the people believe the propaganda concerning the aggressive intentions of the West. Most Rumanian people desire a war as a means of liberation from the Communist rule. [redacted] any organized anti-Communist organization and believe that such a movement would be hard to organize because of control measures taken by the secret police.

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### Labor

24. According to the country's labor code (Codul Muncii) every person from 18 to 50 years has to work. Exemption is made only for mothers with many children, however the enterprises in Galati did not forcibly recruit workers since it was necessary to work in order to live anyway. [redacted] forced labor (political prisoners) was used in the city's industrial installations. Only with official release could a worker change from one job to another; a worker quitting his job without such a release would probably be tried as a saboteur. In case an employee was absent from work, two or more members of the syndicate went to his house. In case the employee is sick he is taken to a hospital or a doctor is sent to him. In case it is found that the employee absented himself without valid reason he is punished by a fine. The wages and working conditions were set for the entire country by the collective contract based on the labor code, but [redacted] no special rules being enforced in Galati in this respect [redacted]

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Education

25. Institutions of higher learning in Galati were:

- (a) The People's Councils Faculty (Facultatea de Sfaturi Populare), located in the building at Point #53 [See Encl (A)7]. This institution was probably under the Bucharest University and trained high officials of the people's councils. This faculty was established sometime between 1948 and 1950. The course lasted four years. Students had to be high school (gymnasium) graduates and some of Party members of Union of Working Youth members, and, generally, well indoctrinated Communists (number of students, curricula and other details unknown). [redacted] the students were being trained to be municipal administrative aspects
- (b) The Agricultural Faculty (Facultatea de Agricultură) was located in the building at Point #53 [See Encl (A)7]. This institution was also probably under the Bucharest University and was established sometime between 1948 and 1950. The course lasted four years; the students had to be high school graduates selected by the same criteria as were the students of the People's Councils faculty. Upon graduation, the students became agronomic engineers [redacted].
- (c) The Bookkeepers' school was located in the building, Point #53 [See Encl (A)7]. It consisted of a nine month evening course (four evenings a week, four hours an evening). The school was established in autumn of 1949. Even people with only four years grammar school were accepted if they were good Communists. Upon graduation the students could work in any institution in the country as bookkeepers [redacted] there were about 30 students in one class [redacted]
- (d) There was one boys' high school [Point #55, Encl (A)7] and one girls' high school [Point #56, Encl (A)7]. A commercial school for boys and a commercial school for girls were both located somewhere on the street at Point #41 [See Encl (A)7]. There were also two or three technical-industrial high schools. (locations and details not known). [redacted]

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Theaters and Movie Houses

26. The V A Ureche' theater [Point #45, Encl (A)7] gave performances of workers' or students' ensembles and out-of-town theatrical and concert groups. The performances generally took place on Saturday and Sunday evenings and on holidays. Party and syndicate meetings were also held at this theater. Performances were, as a rule, well attended. The "Olimpic" movie theater [Point #43, Encl (A)7] was formerly called the "Central", and had a seating capacity of about 500. It was open from 1430 to 2400 hours daily, but was not well attended when Soviet propaganda films were being shown. It was, however, well attended when purely artistic Rumanian, Hungarian and East German films were shown, which happened very seldom. Entrance fees were 25 to 30 lei. There was also the "Trianon" movie theater [Point #58, Encl (A)7]. The "Odeon" movie theater was located somewhere on the street at Point #64, [See Encl (A)7] with a seating capacity of approximately 300. It was open from 1430 to 2400 hours daily; entrance fees were 25 and 30 lei. The "Muncitoresc" (workers) movie theater was located on the southern side of the street at Point #52, [See Encl (A)7], in

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the block between the streets at Points #41 and #40 [See Encl (A)] and had a capacity of about 300 seats; it was open from 1430 to 2400 hours daily. The entrance fees were 15 and 20 lei and only "cultural" Soviet films were shown, which depicted Soviet progress in all branches of science, industry, economy, etc. It was frequented mostly by youth and Communists; military personnel were taken to see the films free of charge.

Health Facilities

27. The following public health facilities were available in Galati:

- (a) The State Hospital on Traian street [Point #37, Encl (A)] was open to everyone. The members of Social Insurance (Casa Asigurarilor Sociale) received free treatment, all employees were members of this health organization. Non-members had to pay for treatment.
- (b) The State Hospital (formerly known as the Trandafir Hospital) was located somewhere in the Braila suburb.
- (c) The Polyclinic on Republicii street [Point #41, Encl (A)] was open only to members of the Social Insurance and their dependents.
- (d) Five dispensaries; one located in each sector of the city. These were open to everybody, and were free of charge.

There were also three military hospitals in Galati, one Rumanian general Military Hospital (location unknown), one Soviet military hospital for the insane, one Soviet general military hospital (locations of the latter two unknown).

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Security Systems and Measures

28. Each person from the age of 16 must have the identity booklet (Buletinul de Populatie) with him at all times. [redacted] the identity booklet used in Galati was similar to the one used in Constanta, [redacted] and that these identity booklets were printed by the government press ("Imprimeria Statului") in Bucharest and distributed over the entire country. These booklets were issued to the population by the militia, and were visaed by the militia at certain intervals, announced beforehand. The new identity booklets, which were being issued at the beginning of 1951 to the entire country, will be valid for four or five years.
29. The security organizations in Galati consisted of the militia and the security service (secret police). Customs officials were accompanied by militiamen when engaged in customs inspections in the harbor area. The railway militia were in charge of the railroad facilities security, [redacted] the railroad militia were a special unit, or merely a branch of the city militia, however, their uniforms appeared to be alike, military cut, blue blouses, OD trousers, black boots and military style cap with visor. The rank insignia (shoulder boards) were similar to those of the military personnel. The militia were armed when on stationary guard duty with submachine guns, and when walking through town, with rifles or revolvers. The frontier troops in Galati [Point #39, Encl (A)] were being used for guard duty along with the militiamen in the harbor area, at the railroad station, and in the docks and shipyards area. The most strictly guarded places in Galati were the governmental institutions, the harbor area, the docks

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and shipyards. All streets were patrolled, however, by militia day and night; as a rule, these men walked in pairs. There were no curfew restrictions of any kind in force; however, between 2400-0400 hours the passers-by were usually questioned by militiamen and asked their departure point and destination. The identity papers of the public were checked on streets and public places during city wide check-ups (razias). These check-ups occurred, as a rule, on Saturdays between 1900-2400 hours, about once a month. Those people found without the identity booklet were immediately arrested. The military personnel were checked by military police accompanying the militia, and military patrols checked the passes of soldiers every evening. The enlisted men had to leave the streets after 2100 hours, however, officers and higher ranking NCOs were free to stay out all night. Only in exceptional cases were the officers and higher ranking NCOs identified by the military patrols, therefore the officers and NCOs were less likely to be identified than the lower ranking enlisted men or the civilians.

30. In order to travel to Galati, it was necessary to obtain a travel authorization since Galati was in the frontier zone (like the areas along the Black Sea coast and Yugoslavia). Upon arrival in Galati the traveller had to present himself to the militia if he intended to remain there over 24 hours. At the militia office the visitor had to fill out a questionnaire giving all personal data and stating the reasons for visiting the city. A document was then issued by the militia allowing the visitor to stay for a certain period of time. Upon departure, the visitor had to go again to the militia office to report his departure. In order to find a place to live the newly arrived traveler, after clearing with the militia, had to obtain renting space from the rent office (Oficiul de Inchiriere). There was more renting space available in Galati than in Constanta. Without letting the authorities know, a place to live could be found at a private home (not hotels); however, every citizen had to report both to militia and the rent office the presence of a new lodger or suffer the penalty. Sometimes the militia, in civilian clothes, would check on the presence of lodgers by entering private residences under different pretenses. Such pretexts were availability of room space, census, checking consumption of current, registration of radio sets, etc.
31. At the Galati railroad station a travel authorization was requested when purchasing a ticket for frontier zone localities. In my case, the travel authorization was requested but not the identification booklet. No documents were required to purchase tickets to non-frontier zone points. Documents were demanded when purchasing tickets at the international bus station located on Tecuci street /Point #69, Encl (A). Travel authorization was required when travelling by aircraft; from hearsay information, passengers were searched for weapons before boarding the airplane, and that during flight two militia officers were aboard as guards. No documents were required when buying a ticket for the Braila passenger boat. Travel authorization was required in order to buy a ticket on the Tulcea (an unknown Rumanian travel boat). On the Galati-bound train, the train militia asked all passengers for their identity booklet before the train reached its destination; these checks are made by two militiamen and two gendarmes (for the military personnel). It would be almost impossible to bribe these guards in an attempt to avoid travel controls, for these men were afraid of the other members of control party, and feared that the bribe might be a trap. When within the Galati railroad station no documents check was made, except during general city check-ups (Razias).

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the telephonic conversations in the city were monitored by the security service, especially the conversations of persons considered unreliable from a political standpoint. Telegrams could be sent only from the postal office (Point #60, Encl (A)). When sending a telegram or a registered letter the identity booklet had to be shown to the clerk, who noted the number of the booklet in a register.

### Miscellaneous

32. In 1948 the headquarters of the Danube Naval Forces (Comandamentul Fortelor Fluviale) was located in the Tizlina section of the Braila suburbs of Galati.

in 1948 and it was composed of approximately six barracks two of which were used as administration buildings. All buildings were of brick construction, and about 30x10 m; four were single-story and the two administrative buildings were two stories high. The installation was equipped with one radio transmitter (1,500 watts), which was considered the most powerful transmitter of the Rumanian Navy. One naval regiment was stationed at this installation in 1948.

### Lists of Installations and Points of Interest

33. Various location in Galati on an accompanying map and its overlay; they are as follows: (See Encls (A) and (B)). Encl (A) is an overlay of a city plan published in 1928 in Rumania. The scale is unknown. Encl (B) is an overlay of Galati.

Point #1 THE SOVROM SHIPYARDS -- formerly called the SFG Shipyards (Santierile Navale Galati) (See Encl (B), Point #1).

These shipyards extended northeast on the Danube shore from the New Basin (Basinul Nou) (Point #2, Encl (A)).

Danube vessels (tugs and barges) were being constructed there as well as repair work on both Danube and sea going vessels. This installation worked for other Soviet enterprises besides the Sovrom Transport Agency (actual production figures unknown). A tug (800 HP) or a barge (up to 180 tons) could be built by a shipyard section within 30 days. The shipyards operated continuously in three daily shifts; one shift entered the installation at 0700 hours and another at 1900 hours. As a rule, the workers had to work over eight hours a day in order to fulfill the norm. The shipyard area was surrounded by a wooden fence about three m high and was lighted at night from the interior. Only employees were allowed to enter the installation; visitors had to have a special authorization approved by the harbor militia. The main entrance was located at Point "A" (See Encl (A)). The gate was of iron construction about 3 m high and about 5 m wide. It was guarded by both militiamen (two or three) and one Sovrom guard. The militiamen were armed with sub-machine guns; the Sovrom guard had no visible weapon.

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There was a guard shack about three by four m, of brick construction, by the gate. The Sovrom guard checked the employees while the militiamen checked the other visitors for their passes. The interior of the shipyard area was probably guarded. [redacted] two brick smokestacks about 25 m high in the area, but saw no smoke.

#2 THE NEW BASIN (Bazinul Nou) /Point #5, Encl (B)7.

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The dimensions of the basin were approximately 600x800 m (depth unknown). The sides of the basin were of granite stone construction. About 30 cranes, both portable and jacking (under 1,000 tons), could be accommodated in the basin. The basin was used in winter time for repairing the Danube vessels. Inside the basin were two floating docks (dimensions unknown) /Point #6, Encl (A)7. Each of these could accommodate one tug or barge at a time.

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Two large cranes, approximately 60 tons each, were undergoing complete overhaul there. The pier /Point #7, Encl (A)7 was about six m wide, of granite stone construction, and probably had rail tracks on it. There was also a crane on the pier which was probably electrically operated (capacity unknown) /Point #8, Encl (A)7. 1,000 tons were tied to this pier on the Danube river.

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A Soviet freighter was moored at this pier and repairs were in progress on it. Just before Christmas, a Hungarian Danube vessel "Debreceen" (about 600 tons) was tied inside the basin at the pier for unloading. The cargo consisted mainly of oranges and lemons. The piers /Point #9, Encl (A)7 protruding into the Danube were about 10 m long and about two m wide, each rising about two m out of the water. They also were of granite stone construction. Both these piers were equipped with red and green lights for night navigation. The width of the channel to the basin between the piers /Point #9, Encl (A)7 was about 100 to 150 m. This channel was not equipped with sluice gates. There was another basin, "Old Basin" (Bazinul vechi), called the stream from Point #2 /See Encl (A)7, on the same shore.

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Near the "Old Basin" was a lumber factory, and that the basin was used mainly for loading lumber products.

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#3 THE BASIN AREA /Point #9, Encl (B)7.

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The area was about 300 m wide and extended the whole length of the basin. There were two or three shops and/or warehouses in this area. These buildings, of wood construction, were single-storied 30 to 40 m long, 10 m wide and painted grey. The roofs were gabled, sheet metal-covered. This area was used by the shipyard vessel repair section. At the time of observation, welding of vessel sections was in progress (total number of workers in that section unknown). Rail tracks, normal European gauge, in this section,

only employees or people with special authorization were allowed in this area, however, there was no fence around this area. The area north of Point #3, up to the street Point #24 /See Encl (A)7, was covered with different storage buildings. Most of them were of brick construction and single-storied. They also probably belonged to the Sovrom shipyards.

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#4 RAILROAD single-track, European normal gauge, covering the harbor and branching into area Point #3 /See Encl (A)7.

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#5 SINGLE-STORIED BUILDING, white-stuccoed brick, about 20x10 m /Point #11, Encl (B)7, the gabled roof was sheet metal covered. It was used by the Compescaria state fishing trust as an electrically refrigerated storage place. The fish were not canned, but packed in boxes. The total number of Compescaria employees in Galati was about 500.

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- #6 BUILDING. Three-story, white-stuccoed brick, about 16x10 m -- the low-gabled roof was sheet metal-covered. This building was used as both storage place and offices for the Compescaria trust [Point #10, Encl (B)].
- #7 ENTRANCE to the basin area [See Points #2 and #3 above]. The iron gate for both vehicles and pedestrians was located between two buildings [See Points #5 and #6 above], and was about four m high. A guard shack equipped with telephone was located near the gate. The gate was manned by two militiamen (armed with submachine guns) and one customs agent. All vehicles entering and leaving the area were inspected. Persons entering and leaving were checked for authorizations and searched for cameras. There was no sign on the gate.
- #8 THE "11th JUNE" STREET [Point #4, Encl (B)], formerly called the Portului street -- this street was about 1,500 m long and eight m wide. The sidewalks of this and the following streets are not included in the streets' width. The street was covered with granite stones and concrete sidewalks. It was in good condition. The street had two streetcar tracks and was electrically lit. The lights were on sidewalk lamp posts, located at approximately 20 m intervals. The area between this street and the Danube River from Point #5 to and including Point #15 [See Encl (A)] was known as the harbor area (Raza Portului). It was surrounded by a fence, except where the buildings in the area were adjacent to the street. Only authorized persons were allowed in the harbor area. Most of the buildings (about 80 per cent) on this street were demolished by the retreating Germans in the Summer of 1944.
- #9 A TWO-STORYED BUILDING of white-stuccoed brick construction -- about 12 m long and eight m wide -- the roof was low-gabled, and sheet metal-covered. The building was adjacent to the street. It formerly housed the Danube Naval Officers' School. The school was disbanded after the last war. Since 1947 or 1948 a Rumanian naval school was there. [ ] the number of personnel was 100. The building contained offices besides living quarters. [ ] its members were dressed in the blue navy uniforms. [ ] no signs on the street entrance, which was guarded by a sailor armed with a submachine gun.
- #10 MARBLE STATUE, natural size, of a Costache Negri -- the statue, including the square pedestal, was about 3 m high.
- #11 BUILDING, single-story, white stucco-covered brick adjacent to sidewalk, along which it extended about 12 m -- the width was about six m. The roof was low-gabled, and sheet metal-covered. The building was probably used as a warehouse. The entrance was inside the harbor area.
- #12 BUILDING, three-story, white stuccoed-brick, about 12 m long and eight m wide [See street Point #8, Encl (A)]. The roof was high, pyramidal and sheet metal-covered. This building housed the headquarters of the port militia (including living quarters for personnel). The passes for entrance to the harbor area, the basin and the shipyard, and the embarkation clearances for sailors were issued there. The building was adjacent to the sidewalk. The main entrance [Point #8, Encl (A)], was guarded by a militiaman armed with a submachine gun. The sign above the entrance read "Militia Portului Galati". Anyone entering the building was identified by the guard and then led by another militiaman to the respective office. [ ] The first floor was used as quarters for the militiamen while the upper two floors housed the offices. [ ] militia unit being referred to as a

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"company" with a lieutenant in charge. The sailor's embarkation clearances were received by phone from the Bucharest General Militia Headquarters, Water Transport Department. [redacted] this installation was equipped with a radio transmitter.

- #13 BUILDING, single-storied, white stuccoed brick with a low-gabled, tile roof -- the building, about 12 by six m, was adjacent to the sidewalk. The entrance was located inside the compound. [redacted] no guards at this building which was used as a storage place for equipment used by the PCA (Portul Si Comunicatiile Acustice) Port and Water Communication. The equipment consisted mainly of buoys and navigation lights.

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- #14 BUILDING, four-storied, rough, cement-covered brick. The four-sided, rectangular base roof, was sheet metal-covered. The building measured about 20 m along the street and was about 10 m wide. This building was adjacent to the sidewalk. Two entrances facing the river and the street respectively. The offices of the Soviet Transport and the Harbor Master were located there. The building had a central heating system; the Sovrom section of the building was [redacted]. After 2000 hours the building was guarded by [redacted] waiting room.

- #15 A GROUP OF APPROXIMATELY 10 BUILDINGS adjoined with each other and adjacent to the sidewalk -- these buildings were of rough cement-covered bricks and were 150 by eight m in size. They were two and three stories, with sheet metal roofs. Before the last war most of these buildings housed bank offices and navigation agencies; at the time of observation, they were probably used as warehouses. Building /Point #15A, Encl (A)7, housed the merchant sailors' syndicate (Sindicatul Marinarilor Comercianti). Another building /Point #15B, Encl (A)7, was occupied by the Soviets. The sidewalk in front of the building was fenced in by a 150 m high barbed wire fence. A Soviet soldier (probably infantry) armed with a submachine gun guarded the building. In front of the building, [redacted] one sand box, shovel, a pick, and two containers (probably filled with chemical fire extinguisher liquid). All this equipment was painted red (no details).

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- #16 TWO PONTOONS used by passengers when embarking or disembarking -- the passengers entered and left the harbor area through the Sovrom building /Point #14, Encl (A)7, where the ticket office and the waiting room were located.

- #17 AREA OCCUPIED BY THE "11th JUNE WORKS" (Uzinele 11 Iunie) -- formerly known as the "Titan Nadrag - Galan" works /Point #12, Encl (B)7. This installation, [redacted]

[redacted] also contained the city's power station. The area extended about 40 m along the street /Point #8, Encl (A)7.

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[redacted] two buildings inside this area; they were about 10 m high, including the low-gabled, sheet metal roofs, and were of brick (white weather-beaten stucco) construction and extended about 14 m along the street /Point #8, Encl (A)7. Two metal smokestacks rising about 15 m behind the two buildings emitted thick, black smoke (probably coal). This installation manufactured electrical equipment operating in three daily shifts (0700, 1500 and 2300 hours). The area was surrounded by a metal bathwork fence about two and one half m high. The entrance /Point #8, Encl (A)7, was guarded by the installation guard who was armed with a revolver.

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- #18 BUILDING, four-story, white stuccoed-brick, measuring about 10 by eight m with low-gabled, sheet metal roof. The building was connected with other structures, and was adjacent to the sidewalk. A state hardware and electrical equipment was located there. The store was known as "Magazin de Stat Sectia Fierarii si Instrumente Electrice, No 7". Prior to nationalization it was known as the Alecu Dumitriu S A Auschnitt store, and hardware and electrical equipment (dynamoes, switches, electrical measuring instruments, welding equipment) were available there. The electrical equipment was probably manufactured at the installation at Point #17 mentioned above.
- #19 STREET, believed to be called Gavril. Its length was 500 m with a width of six m. It was covered with granite stones and had concrete sidewalks. It was electrically lighted and in good condition. It had one streetcar track (to the Romanian route).
- #20 STREET, probably called Dealul -- its length was about 500 m, width about six m. It was paved with cobblestones and had cobblestone sidewalks. A single-track, normal European gauge railroad ran along the middle of the street from the railroad station (Point #21 Encl (A)) to the harbor area. This line was used by freight trains. The buildings along this street were, for the most part, single-story, private houses.
- #21 STREET (name unknown) -- extended approximately 400 m between streets Point #22 and Point #19 (Encl (A)). It was a dirt street, in poor condition about eight m wide with cobblestone sidewalks. It was electrically lighted.
- #22 AREA OCCUPIED BY THE FREIGHT RAILROAD STATION -- known as the "Freight Station #8" (Gara de Marfuri, No 8). Three or four warehouses were there, of wooden and brick construction, each about 30 m long and 10 m wide. The roofs were of sheet metal. The area was surrounded by a board fence, and the entrance was located on the street at Point #21 (Encl (A)).
- #23 NORMAL EUROPEAN GAUGE RAILROAD TRACKS (exact number unknown), leading probably towards the shipyard area Point #1 (Encl (A)).
- #24 THE SALUPEI STREET -- granite stone-covered, about eight m wide, and concrete sidewalks. It had two streetcar tracks leading to Badalan suburbs. Along the southern side of the street extended a concrete wall about three m high. The area south of this wall probably was part of the area at Point #3 (Encl (A)).
- #25 THE TOWN'S VALLEY SUBURB (Valea Orasului) -- also called the Brickyard suburb (Caramidariei). It comprised roughly the area bordered on the west by the rail tracks, on the south by the streets at Points #21 and #24 (Encl (A)), and on the north by the highway at Point #28 (Encl (A)). This area was at a lower ground level than the city area west of it, hence its name. [redacted] the area during the 1945-46 period.
- #26 VEZEVISLUI STREET (name probably not changed). This street, including sidewalks, was cobblestone-covered. [redacted] only residential buildings were located on this street.
- #27 ISVORULUI STREET -- leading from the railroad repair shops (Point #31, Encl (A)), towards the highway (Point #28, Encl (A)). It was cobblestone-covered, including sidewalks, and about six m wide.

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- #28 FRUTULUI HIGHWAY LEADING TO RENI. This highway (Point #31, Encl (A)), was covered with pressed gravel and was about eight m wide. There were no sidewalks. The highway was on an embankment about two m high. There were no rail tracks on the highway.
- #29 BRATES LAKE -- not navigable by heavy vessels. The area between the highway (Point #28, Encl (A)) and the lake did not have any construction except for the rail tracks leading to Reni. This area was known as the Brates Meadow (Campa Bratesului). In 1946, that some kind of construction work was in progress there at that time.
- #30 THE PASSENGER RAILROAD STATION -- a two-story red brick building with a gabled, tile roof (Encl (B)), within area Point #67. The dimensions were about 20 by eight m. The waiting room, ticket office and restaurant were on the ground floor; on the second floor were the offices. This building, which was damaged during the last war, was rebuilt sometime between 1946-50. The area around the station was built up with dwelling houses, stores, restaurants. These buildings were one or two stories high. The station was guarded by militiamen.
- #31 AREA IN WHICH THE LOCOMOTIVE AND RAIL CARS REPAIR SHOPS WERE LOCATED (Encl (B)), within area Point #67. There were probably also railroad car construction facilities here. Rail cars were constructed there. There were five or six buildings. The total of railroad workers in Galati was about 2,500. Between the points at #30 and #31 were the rail tracks (six or eight standard gauge).
- #32 CERES STREET (name unchanged) -- extending from the street at Point #8 (Encl (A)) to the street at Point #40 (Encl (A)). This street was about seven m wide, and was granite stone covered with concrete sidewalks. It was electrically lighted and in good condition. Most of the structures along this street were residential buildings (mostly single-storied, interspersed with two-storied houses).
- #33 CANDY FACTORY -- formerly known as Fabrica de Rahat si Bomboane. At the times of observation (December 1950 - January 1951) it appeared to be in operation. It was single-storied, of brick covered with rough grey cement, and with a low-gabled sheet metal roof. The building, adjacent to the sidewalk, extended about 14 m along the street and was connected with other structures on both ends.
- #34 STELA SOAP FACTORY. This was a single-storied, brick, covered with rough grey cement building with a low-gabled, sheet metal roof. The building, adjacent to the sidewalk, along which it extended approximately 20 m, was connected on both sides with other structures. The entrance was probably through another building and courtyard. The sign on the street (Point #32, Encl (A)), read: "Fabrica de Sapun Stela". This installation was state-owned both before and after the last war. The factory was in operation at time of last observation (December 1950 - January 1951). It produced both laundry and toilet soap. The quality of products deteriorated after the last war. The post war toilet soap was of about the same composition as the pre-war laundry soap. The post war laundry soap was of very poor quality, of dark brown color and smelled like kerosene.

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- #35 **SUNFLOWER OIL FACTORY.** A two storied, brick building covered with rough grey cement with a high, pyramidal, sheet metal roof (unpainted). The building measured about 16x12 m and was surrounded by a wooden fence about one and one half m high. The main entrance was Point #32, Encl (A) guarded by a factory employee. The sign read: "Fabrica de Ulei, No ? - Galati" (Oil Factory, No Unknown, Galati). This installation was probably state-owned before the last war also. At time of observation (December 1950 - January 1951) it appeared to be in operation day and night (details unknown).
- #36 **STREET PROBABLY NAMED DOGARIEI.** It extended from the street at Point #8 to the highway at Point #32 Encl (A). This street, about six m wide, was covered with granite stones and had concrete sidewalks. It was electrically lighted and equipped with a subterranean sewer. Most of the structures along it were private dwellings with some grocery stores, (mostly single-storied with a few two-storied buildings). There were a few grammar schools located on this street also.
- #37 **STREET (name unknown)** extending from the street at Point #32 to the street at Point #36 Encl (A). It was granite stone-covered, including the sidewalks, and about six m wide. This street was electrically lighted and in good condition. The structures along it consisted mostly of single-storied, brick, sheet metal-roofed dwellings.
- #38 **THE MORUZI MARKET STREET (Piata Moruzi)** but the name may have been changed. It was granite stone-covered, about seven m wide with concrete sidewalks. It was in good condition, electrically lighted, with subterranean sewers. The structures, for the most part, were connected with each other, were mostly of brick construction and sheet metal-roofed. In general, they were single-storied interspersed with a few two-storied buildings. Private dwellings, grocery stores, a few restaurants and grammar schools were also located on this street.
- #39 **THE MORUZI MARKET PLACE.** This name was probably changed. The market, before the last war, consisted of a section, on both sides of the street, about 100 m long where grocery and butcher shops and haberdashery stores were located.
- #40 **STREET KNOWN AS CUZA VODA.** It was granite stone-covered, about six m wide with concrete sidewalks. It was in fairly good condition, electrically lighted and with subterranean sewers. The buildings were, for the most part, single-storied interspersed with two and three-storied buildings. They were mostly of brick construction, sheet metal-roofed and connected with one another. Where there were intervals between buildings, they did not exceed four m. Most of the structures served as residential buildings. There were two bank buildings (The National Bank and The Credit Bank, names probably changed to Republic's Bank) on this street, [redacted] Two or three hotels were located there also. One of the hotels was occupied by the Soviets and probably used as a club and lodgings for officers. [redacted] they were all located along the southern half of the street. The building occupied by the Soviet officers [redacted] was four-storied, brick, of white stuccoed construction, with a four-sided, rectangular base. The roof was covered with sheet metal; the building was adjacent to the sidewalk. The ground floor windows were covered with red curtains and the entrance was guarded by a Soviet soldier armed with a submachine gun.

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- #41 **REPUBLIC STREET.** Formerly called Domanescu street /Point #17, Encl (B)7. This was the main street of Galati and extended from Point #61 to Point #49 /Encl (A)7 over approximately three km. From Point #49 it continued northwards as a highway. This street was concrete covered and about 10 m wide. The sidewalks, also of concrete, were about four m wide. It had subterranean sewers and was electrically lighted (posts along the sidewalks were located at approximately 50 m intervals). The street was in good condition and was serviced by about four auto buses per hour. This street probably the only one in Galati) was equipped with traffic lights (green, red and probably yellow) at intersections. The traffic lights were located on the spot. At the intersections, not equipped with traffic lights, the traffic was directed manually by a militiaman stationed in the middle of the intersection. The traffic militiaman had a white cloth cover over his cap, white elbow-sleeves and a red stick (about 50 cm long) with a white background and central disk. Most of the buildings on this street were destroyed during the war and adjacent to the sidewalks. The majority of the buildings were one or two stories interspersed with a few five and six-story buildings. Generally the buildings were of brick construction and covered with white stucco and having sheet metal roofs. There were numerous restaurants, movie theaters, theaters and shops but there were numerous on this street. From the park at Point #42 to the square area at Point #41, Encl (A)7 (about 200 m distance), almost all the buildings on both sides of the street were destroyed during the war; all the buildings were leveled and later the area covered with gravel. No reconstruction work was started there by the time of departure (end of February 1968). This area was frequently used for political meetings.
- #42 **THE RECREATION PARK.** Formerly called the Domanescu Park. The area measured about 60x40 m. The trees, both deciduous and evergreen, were on the average 10-15 m high.
- #43 **THE OLIMPIC BUILDING.** This was a three-story, "U" shaped brick building covered with white stucco. The four-sided roof was sheet metal-covered. The main section of the building was about 20 m long, the wings about 15 m, and its width eight m. This building housed the Olympic Restaurant (state-owned), located on the first floor of the main section, and the Olympic movie theater, located on the first floor, southern extremity of the main section. The northern wing, first floor was occupied by the Olympic barber shop. The southern wing, first floor, was occupied by a delicatessen and other shops. The second and third floors were probably occupied by the Olympic Hotel. The building's wings were adjacent to the sidewalk; the northern wing was connected to other structures. The courtyard between the main section and the two wings was concrete covered.
- #44 **THE TRIBUNAL BUILDING.** -- five stories high, brick, covered with rough-cast cement. The four-sided roof was probably tile-covered. The building was "U" shaped with concrete steps leading to the first floor. The middle section was about 20 m long, the wings about 10 m long each. The width of the wings was six m. This building was connected with other structures and the wings adjacent to the sidewalk. A militiaman armed with a submachine gun was on guard outside the building and one militiaman armed with a revolver was inside the building. The sign on the building read: "Tribunalul Covurului - Judecatoria Mixta" (Covurului "country" Tribunal Mixed Court). Mixed probably means that it was both military and civilian tribunal.

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- #45 THE V A URECKE THEATER -- brick-covered, with rough cast cement, and two or three stories high. The four-sided roof was sheet metal-covered. The building was connected with other structures on the northern side, and was about three m from the sidewalk, extending about eight m along the street /Point #41, Encl (A)7/. On the south side of the building was a small courtyard. The building was constructed after 1945.
- #46 THE COMMUNIST PARTY HEADQUARTERS BUILDING. It was three stories high, of brick, and covered with white stucco, having a low-gabled, probably sheet metal roof. This building was adjacent to the sidewalk, along which it extended about eight m, connecting on both sides with other structures. The sign above the entrance read: "P M R Județana Covurlui Galati" (Rumanian Workers' Party County of Covurlui - Galati). The entrance was guarded during night time by a militiaman armed with a revolver and. During daytime, there was probably only an inside guard.
- #47 THE CITY AND COUNTY PEOPLE'S COUNCIL BUILDING (Consiliul Popular al Orașului și Județului). It was a three-story building, covered with yellow stucco. The four-sided roof was sheet metal. The building was connected on both sides with other structures and extended about 10 m along the street. The length of the building is unknown to me. The county recorder's office, renting and economical offices (the latter issued the ration cards) were also located in this building.
- #48 THE COVURLUI COUNTY PREFECTURE BUILDING (Prefectura Județului Covurlui). It was a granite building, four stories high with a four-sided, tile roof. The building was adjacent to the sidewalk, along which it extended about 12 m and connecting on both sides with other structures. The entrance was guarded by one militiaman who was armed with a revolver.
- #49 THE OLD GARDEN PARK (Grădina Veche) [redacted]  
The park trees, both deciduous and evergreen, were 15-20 m high on the average. A restaurant and dance hall building were located there. There were no buildings between this park and Brates Lake /Point #29, Encl (A)7/.
- #50 THE RUMANIAN RAILWAYS STADIUM (Stadionul C F R). [redacted]  
The stadium was surrounded by a wooden fence. The area immediately north of the stadium was devoid of any structures.
- #51 THE ELIABE RADULESCU STREET (name unchanged). It extended /Point #40 to the railroad station at Point #30, Encl (A)7/ over an area of 300 m. The street, about six m wide, was granite stone-covered and had concrete sidewalks. It was electrically lighted and in good condition. The buildings along this street were generally connected with each other, of brick (stuccoed) construction with sheet metal roofs. They were single-storied, interspersed with two-story high structures. Besides private residences, restaurants and grocery stores were located on this street.
- #52 LASCAR CATARSIU STREET (name unchanged). It extended /Point #70 to the street Point #40, Encl (A)7/ over an area of 300 m. The street, about six m wide was granite stone-covered and had concrete sidewalks. The buildings along it were for the most part private residences.

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- #53 BUILDING, four-storied, brick-covered, with grey, rough-cast cement, having a four-sided, tile roof. The building, adjacent to the sidewalk, measured about 20x12 m and was used as a school building to house the People's Council faculty (Facultatea de Afaturi Populare), the faculty of agronomy (Facultatea de Agronomie) and the bookkeepers' school (a 9-month long evening course).
- #54 MAVROMOL STREET (name unchanged). It extended from a circular area (Point #51, Encl (A)7), northwards over a distance of about 3,100 m. The street, about six m wide, was covered with granite stones and had concrete sidewalks. It was in good condition and had subterranean sewers. The buildings, some of which were four stories high, were mostly of brick construction and had sheet metal roofs. Most of the structures were connected with each other. Besides private residences, shops and stores were located there.
- #55 THE VASILE ALEXANDRI LYCEUM -- formerly a boys' high school (classical). It was a red brick building, three stories high with a low-gabled, tile roof. The building was connected with other structures on both sides and extended about 15 m along the street (Point #54, Encl (A)7). The building was about four m from the sidewalk, along which was a wooden lath fence.
- #56 THE GIRLS' HIGH SCHOOL (Classical) (Liceul Feminin de Fete), a brick, white-stuccoed, four-storied construction, with a low, four-sided sheet metal roof. The building was connected to other structures on both sides and extended about 15 m along the street (Point #54, Encl (A)7). It was located about six m from the sidewalk, along which was a metal lattice fence.
- #57 STREET KNOWN TO ME AS GENERAL HERMELLOT. It extended between the streets at Points #54 and #41 (Encl (A)7). It was about six m wide, and covered with granite stones and had concrete sidewalks. It was in good condition. The buildings, some of which were four-storied, were generally of brick, covered with white stucco, having sheet metal roofs and were connected with each other.
- #58 THE TRIAMON MOVIE THEATER. It was a two-storied building, connected on both sides with other structures and extending about eight m along the street (Point #57, Encl (A)7). This building was located about eight m from the sidewalk (no fence) and had a low-gabled, sheet metal roof. The seating capacity of the movie theater was about 300 (including both pit and balcony). Entrance fees were 25 and 30 lei. The movie theater was open daily between 1430 and 2400 hours. Most of the films shown were of Soviet manufacture (mostly war films). No other western manufactured films were shown. Only during week ends was the theater full;
- #59 THE MAIN TELEPHONE EXCHANGE. This building, three stories high, was of brick (white-stuccoed) construction. The flat roof was probably of concrete. The building, adjacent to the sidewalk, along which it extended about eight m, was connected with the building at Point #60 (Encl (A)7) and another structure. The building was probably open 24 hours per day. The sign above the entrance read "Telefoane".
- #60 THE MAIN POSTAL OFFICE (including telegraph) -- three-storied, red brick building, connected on both sides with other structures. It was adjacent to the sidewalk; along which it extended about 14 m. The roof was low-gabled and tile-covered. The post office was open from 0800 until probably 1900 hours. The telegraph office was open at all times. This office had a radio transmitter and probably a teletype set. The sign on the building's entrance read "Posta".

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- #61 CIRCULAR AREA, known to me only as city's center. Most of the buildings around this area were destroyed during the last war. This circular area was concrete-covered, its diameter estimated at 20 m. This area denoted on Encl (B) as Point #13.
- #62 COLONEL BOYLE STREET (name probably has been changed). It led from the street at Point #8 to the area at Point #61 Encl (A)7, and was about 150 m long. It was about six m wide, covered with granite stones, and had concrete sidewalks. This street was in good condition. It had one street car track from the street at Point #8, Encl (A)7, which after traversing the area at Point #61, led on to the street at Point #63 to Point #8 Encl (A)7. This track was used by the Portului and Badalan streetcars. The buildings along this street were two and three stories high, interspersed with four-story buildings, and generally of brick (stuccoed) construction, with sheet metal roofs and connected with one another. Besides private residences, banks, hotels and stores were located there.
- #63 STREET (name unknown) [See the street at Point #4 to the area at Point #61]. The length of this street was about 100 m. It was the same as the street at Point #62 above.
- #64 BRAILEI STREET [denoted on Encl (B) as Point #37]. The highway extending from this street led to Braila 4516N-2758E. This street was about eight m wide, covered with granite stones and had concrete sidewalks. It had subterranean sewers and was in fairly good condition. There were two streetcar tracks along the middle of the road. The majority of buildings consisted of private residences, and were one and two stories high, interspersed with three-story buildings. Generally they were of brick (white-stuccoed) construction, with sheet metal roofs, and connected with each other. Churches, schools, stores, a dispensary and a militia station (the latter two were in Braila suburb) were located along this street.
- #65 MARKET PLACE. Its name was probably Piata Noua (New Market). It was granite stone-covered and about 100x100 m in area. Vegetable, meat, fish and fruit shops (all government owned) were located there. The market was open daily from about 0800-1200 and 1600-1800 hours.
- #66 COVURLUI STREET [redacted] it extended [Point #64 - Point #69, Encl (A)7, over approximately 800 m in distance. It was about 10 m wide and covered with pressed gravel. It had cobblestone sidewalks, was electrically lighted, and was in poor condition.
- #67 STREET probably called Turnu de Apa (Water Tower). It was a dirt road at time of observation (1943 or 1944).
- #68 BUILDING known as the water works or water tower (Usina de Apa or Turnul de Apa). [redacted] The building was of brick construction, covered with grey, rough-cast cement, single-storied, measuring about 12 by eight m. The roof was probably low-gabled (almost flat), and covered with sheet metal. This building was isolated from other structures and about six m from the sidewalk; it was surrounded by a wooden fence. [redacted] engines in operation inside the building and saw a brick smokestack rising about 15 m above the building. [redacted]

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- #69 TECUCI STREET (Point #2, Encl (B)). It led from the street at Point #54 (Encl (A)), towards Tecuci (4551N-2727E) (as a highway). It divided the Braila and Demobilizator suburbs, was about 10 m wide, covered with granite stones and had concrete sidewalks. At the time of my last observation (1950), it was in good condition. It had two streetcar tracks for three routes. The buildings (especially between Point #72 and the street at Point #54, Encl (A)), were two and three stories (a few four-storied) high and connected to one another. From Point #72 towards the suburbs the single-story structures were predominant. The buildings (mostly residential) were generally brick (white-stuccoed) with sheet metal roofs.
- #70 HOSPITAL STREET (Spitalului) (street length unknown) -- about six m wide, covered with granite stones, and with concrete sidewalks. It was in good condition in 1950. The buildings, one and two stories high, were mostly of brick (white-stuccoed) with sheet metal roofs, and were generally private residences. Most of them were connected to one another and adjacent to the sidewalk.
- #71 MARKET PLACE called The Old Market (Vechiul Piaza) was about 100x100 m, and granite stone-covered. It was surrounded on four sides by store buildings having an entrance on the street at Point #69 (Encl (A)). The market area was provided with wooden shacks where vegetables, fruits and meat were available. All these stores were state-owned. The market was open daily from approximately 0600-1900 hours.
- #72 FIRE STATION, manned by a Rumanian firemen company (military). The building was of red brick (probably two-storied) with a low pyramidal, tile roof. The building, extending about eight m along the street at Point #69 (Encl (A)), was surrounded by a two m high wooden fence. No signs observed there. [redacted] this unit was equipped with three fire trucks (details unknown).
- #73 AN AREA OCCUPIED BY A RUMANIAN MILITARY UNIT. [redacted] the unit was an infantry regiment. The area was occupied in 1941 by the Rumanian 8th Cavalry Regiment. This area extended about 30 m along the street at Point #69, (Encl (A)), and was surrounded by a barbed wire fence about two m high. The area was about 50 m from the street at Point #66 (Encl (A)). In the foreground was a row of trees behind which were about six barracks buildings. These buildings were single-stories of red brick construction, with low-gabled, tile roofs. Dimensions of buildings were too difficult to estimate. The entrance to the area was located on the street at Point #69 and was guarded by a Rumanian infantryman armed with a submachine gun. [redacted]
- #74 AN AREA OCCUPIED BY A SOVIET UNIT. [redacted] it was an infantry regiment. Dimensions, appearance, number and construction of buildings were the same as of the area described in Point #73 above. The guard at the entrance on the street at Point #69, was a Soviet soldier with, [redacted] black shoulder boards and armed with a submachine gun. I observed this area at the same time as the area at Point #73 [redacted]
- #75 MOVILEI STREET. [redacted] It was about six m wide, granite stone-covered, and with concrete sidewalks. It appeared to be in fairly good condition. No new construction work was observed along the street. This street was located about 50 m from the street at Point #69. The buildings were

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generally of brick (white-stuccoed) construction and with tile roofs. About half of them were single-storied, with two and three-storied structures next. Most of the buildings were connected to one another and served as private dwellings. This, and the neighboring streets were, for the most part, occupied [redacted]

#76 THE SPIRU HARET GRAMMAR SCHOOL -- a two-storied, brick (white-stuccoed) building with a four-sided, high, tile roof. It measured about 20x12 m and was adjacent to the sidewalk.

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#77 PARK AREA (name unknown) -- covered the whole block with the exception of the building at Point #76 from which it was separated by a wooden lattice fence. This park area was covered by deciduous trees (15-20 m high), grass, and flower beds.

#78 BISCUITS AND PARINACRON'S FACTORY -- formerly called the Herdan Factory. The building, three stories high, was connected on both sides with other structures and located about six m from the sidewalk. It was a brick structure covered with dark cast iron and had a tile roof. The products consisted of biscuits, cakes, and biscuits. The installation operated in three shifts a day. The gate on the street at Point #75 was guarded by an armed factory guard. [redacted] all the employees were searched when leaving the factory in order "not to steal the wealth of the people". There was an iron lattice fence along the sidewalk.

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#79 A MEAT PROCESSING FACTORY -- formerly called Koulp (present name unknown). The single-storied building extended about 40 m along the street at Point #75, covering the whole area between the two north/south running streets, and was about 10 m wide. It was of brick construction and covered with rough cast cement. The roof was probably low-gabled, tile-covered. The building was adjacent to the sidewalk, with the main entrance at the eastern extremity. One factory guard was on duty at the gate. The factory operated in three shifts (24 hours a day), probably six days a week. The products consisted of smoked meat, sausages, salami, liverwurst, and possibly, canned meat (no details known).

#80 A ROMANIAN ORTHODOX CHURCH -- of red brick construction with a tile roof. It had one tower extending about four m above the roof.

#81 STREET, probably called Santului. It was about eight m wide, granite stone-covered and with concrete sidewalks. It had two streetcar tracks. [redacted] it was in fairly good condition. Most of the buildings were private residences, but a few stores and restaurants also were located there. The structures were generally of brick (white-stuccoed) construction and one or two-storied. Most of the roofs were of sheet metal; the rest of tile.

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#82 THE ETERNITATEA CEMETERY (Christian). This area extended about 50 m along the street at Point #81 mentioned above. The distance from the southern border of the cemetery to the street at Point #69 was about 200 m. The cemetery was divided into three sections: civilian, military and Soviet [Point #14, Encl (B)].

#83 THE OBOR MARKET PLACE. [redacted] it was not being used after World War II [Point #15, Encl (B)].

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#84 WOODED AREA [redacted]

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#85 PROBABLE LOCATION OF AIRFIELD (both military and civilian). [redacted] [Point #16, Encl (B)]. the unit located there was called Escadrila de Aviatie-Galati.

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- #86 **PRALAN STREET** (Point #1, Block (B)7). It led from the street at Point #69 to the city's outskirts. [redacted]

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It was about 10 m wide, granite stone-covered and with concrete sidewalks. There were two streetcar tracks on the street. The street was in good condition. [redacted] no new construction work along it. The buildings were mostly two-storied (some three-storied) and connected with one another. They were generally of brick (white-stuccoed) construction; about half of them with sheet metal roofs and the other half with tile roofs. Grocery and haberdashery stores, restaurants, and private houses were also located on this street.

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- #87 **STATE CIVILIAN HOSPITAL**. Formerly known as the Elisabetha Doamna hospital. The building was connected to other structures and adjacent to the sidewalks. It was three stories high, of brick (white-stuccoed) construction, with a low-gabled tile roof. It extended about 14 m along the sidewalk. The entrance was located. The sign above the entrance read "Spitalul de Stat" (State Hospital).

- #88 **THE CITY MILITIA HEADQUARTERS**, located on former Courthouse. The present name of the street is unknown to me. The building (last observed at the end of February 1951) was three-storied, of brick (white-stuccoed) construction, with a low-gabled tile roof. The building, located about the middle of the block, was connected to other structures on both sides and was adjacent to the sidewalk, along which it extended for approximately eight m. The entrance was guarded by one militiaman armed with a submachine gun. The sidewalk section in front of the building was off-limits to the public at night. The sign above the entrance read: "Comandamentul Militiei Judetene-Galati" (The Headquarters of the Galati County Militia). The windows on the ground floor were halfway covered.

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This office was occupied by one militia plutonier adjutant (the next lower rank after 2nd Lt) and two militiamen. Upon presentation of the identification booklet and embarkation authorization from Soviet Headquarters in Bucharest, and after answering a few questions, [redacted]

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The identification booklets (Buletinul Populatiei) for the Galati residents were issued by the militia headquarters. The offices were open for the public during the normal business hours (0700-1200 and 1500-1800 hours).

- #89 **THE HEADQUARTERS OF THE FRONTIER TROOPS FOR COVURLUI COUNTY** (Comandamentul Trupelor de Graniceri al Judetului Covurlui - Regionala Galati)

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The headquarters were located across the street from the building at Point #88. These headquarters occupied two buildings separated by an alley about four m wide. The eastern side of the building was three-storied, of brick (white or yellow-stuccoed) construction, with a four-sided, tile roof. It was located about five m from the sidewalk, along which it extended about 10 m. There was an iron, green-painted, lattice fence about two m high which was connected to other structures. The western side building was two-storied, of brick (white-stuccoed) construction with a low-gabled, tile roof. The building was connected to other structures on its western side and adjacent to the sidewalk along which it extended about eight m. The gate, located between the two buildings, was guarded by one frontier soldier armed with a submachine gun.

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#90 THE INDUCTION CENTER for Covaivai County recruits (Cercoul de Recrutare Covaivai) -- was an isolated building probably two stories high. This building was located some distance from the sidewalk. There were trees between the building and the wire fence along the sidewalk. At the time of observation (December 1950)

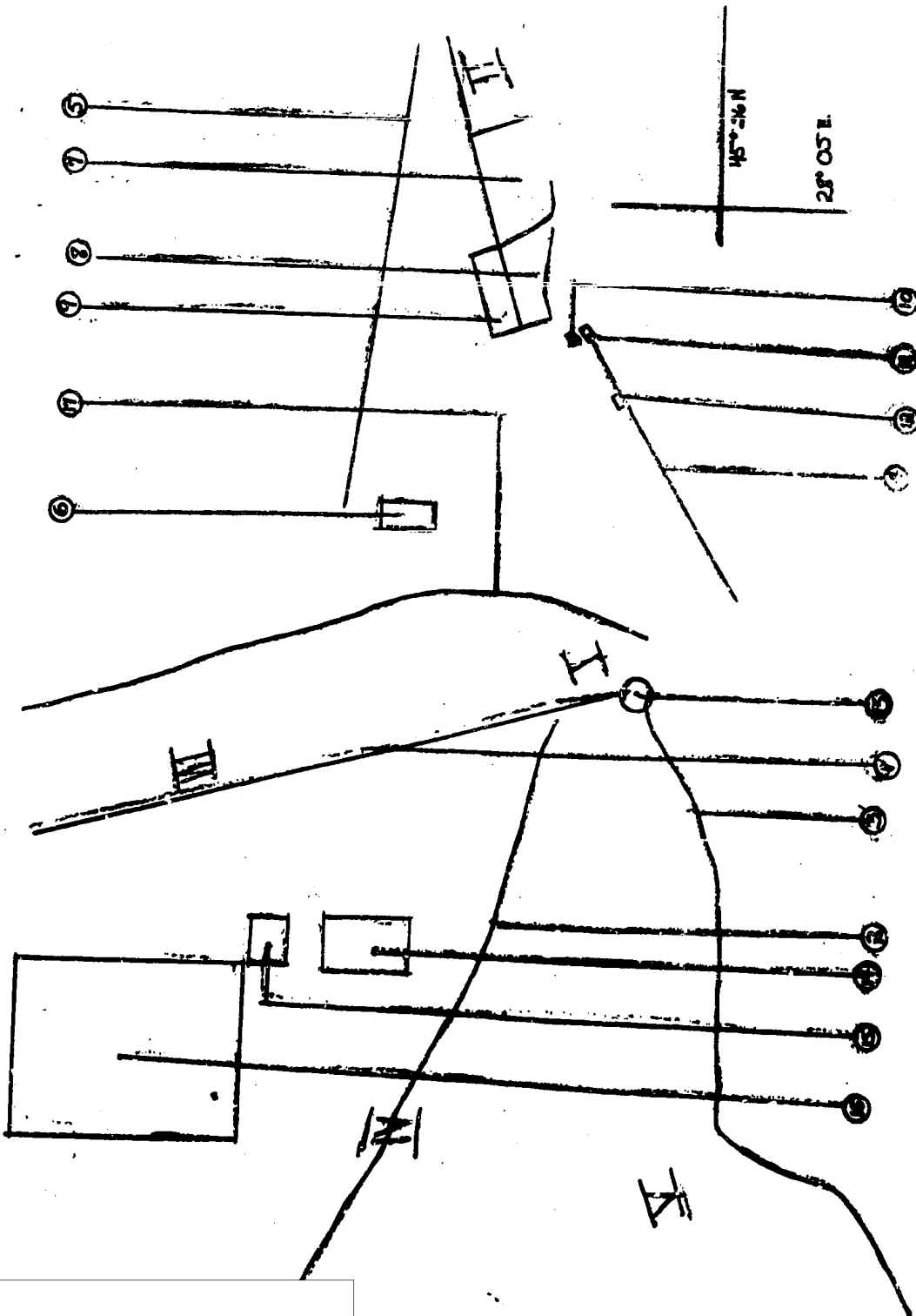
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Enclosure: (A): Overlay of Galati /4528N-2804E/ City Plan  
(Published in Rumania in 1928)  
(B): Overlay of IGM (0250-9907-25 of Galati  
/4528N-2804E/

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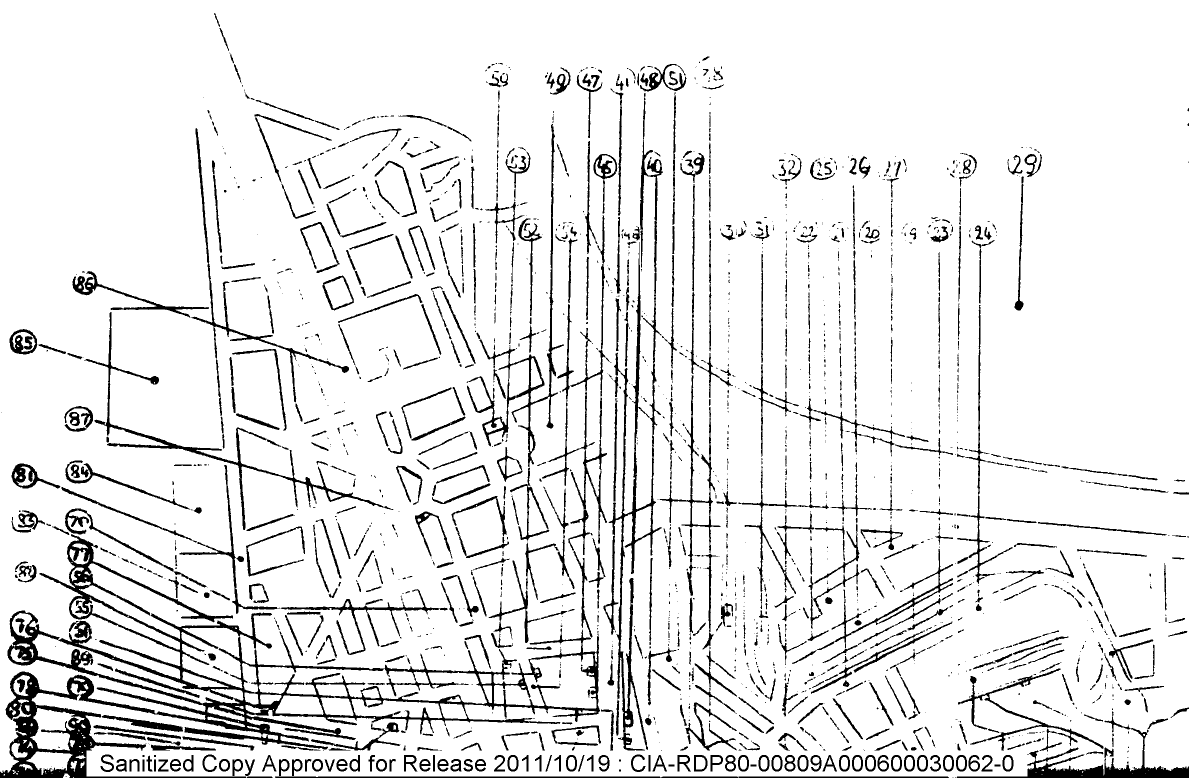


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Enclosure (A)

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